Daimler Chrysler AG

Claims

1. Method for recognizing a chassis anomaly, in which
   - an instantaneous chassis-indicative value that is indicative of a chassis anomaly is determined, and
   - a comparative value is determined and stored in a learning step, whereby determined chassis-indicative values are used to determine the comparative value that is to be stored for previous time periods, and
   - a chassis anomaly is recognized by comparing the instantaneous chassis-indicative value with the comparative value,

   characterized in that

   an intermediate value is stored if a predefinable learning threshold for storing the comparative value has not been reached, and a storage triggering condition is met.

2. Method according to Claim 1,
   characterized in that
   the learning threshold is specified by the requirement that a predefinable minimum number of determined chassis-indicative values must have been used for determining the comparative value.

3. Method according to Claim 1 or 2,
   characterized in that
   the actuation of the ignition lock, in particular shutting off the engine, is specified as a storage trigger condition.

4. Method according to one of Claims 1 through 3, characterized in that the elapsing of a time interval is specified as a storage trigger condition.

5. Method according to one of Claims 1 through 4, characterized in that the presence of an intermediate value which differs by a predefinable amount from an intermediate value determined at an earlier time is specified as a storage trigger condition.

6. Method according to one of Claims 1 through 5, characterized in that the comparative value and the intermediate value are associated with a predefinable vehicle dynamics parameter range.

7. Method according to one of Claims 1 through 6, characterized in that for determining the comparative value or intermediate value associated with a vehicle dynamics parameter range, a comparative value associated with another vehicle dynamics parameter range is used.

8. Method according to Claim 7, characterized in that for determining the comparative value or intermediate value associated with a vehicle dynamics parameter range, the

comparative values associated with the adjacent vehicle dynamics parameter ranges are used.

9. Method according to one of Claims 6 through 8,
   characterized in that
   the learning threshold is specified as a function of the vehicle dynamics parameter range.

10. Method according to Claims 2 and 9,
    characterized in that
    as the learning threshold for a higher-value vehicle dynamics parameter range, a lesser number of pressure-indicative values is required than for a lower-value vehicle dynamics parameter range.

11. Method according to one of Claims 6 through 10,
    characterized in that
    the vehicle dynamics parameter range is a speed range.

12. Method according to one of the preceding claims,
    characterized in that
    the anomaly in the chassis is a loss of tire pressure in a motor vehicle tire, and the chassis-indicative value is a pressure-indicative value that is indicative of a tire pressure.